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[1631]

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[408]

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The Daily Press.

HONGKONG, APRIL 20TH, 1911.

It is much to be regretted that the skeleton
programme of the Coronation festivities
which the committee submitted for the
approval of the public meeting on Tuesday
was not previously advertised. We share
the opinion of the correspondent whose
letter we publish to-day when he says
the programme hardly seems to be an ideal
one, and it is satisfactory to see that
though the programme was approved by the
public meeting, which—doubtless through
being inadequately advertised—was attended
by not more than fifty persons, suggestions
for its improvement are still welcomed by
the committee. The writer of the letter
which appears in another column to-day
offers some valuable suggestions that the
Committee might with advantage take into
consideration. We cannot believe that the
Coronation will be celebrated in Hongkong
without a Naval and Military display, of
some kind, and it is disappointing to find
that the Committee which has been deliberating
for weeks past on a scheme of
celebrations was not able to submit to the
public meeting a programme showing that
the co-operation of the Naval and Military
authorities had already been enlisted. Perhaps
the Committee has regarded this
as rather outside its province, though we
do not see how they can very well draw up
a programme without first ascertaining
what the Naval and Military authorities

propose doing on the occasion, for a Naval
and Military display is expected on such an
occasion above all things. Our correspondent
also makes a suggestion in this connection
which fits in with one that we had
intended to offer, when he suggests that if a
review of the Forces takes place "the
saluting point of His Excellency could
appropriately be fixed at the Statue of the
King himself, and a proclamation, or address,
or something of that description
by His Excellency would form a fitting
finale to an imposing display." The suggestion
which occurred to us was that after the
Service in the Cathedral the public should
gather on the Parade Ground or in the
Theatre and pass a resolution requesting
His Excellency the Governor to transmit
to Their Majesties the King and Queen the
congratulations of the community on the
auspicious event, and their wishes for a
long, prosperous, and happy reign. His
Excellency will doubtless send such a
message in any case, but it would be
such an easy matter to arrange a mass
meeting of the community to voice their
sentiment in the terms of a resolution, and it
certainly appeals to the imagination as a
fit and proper thing to do on the occasion.
The spectacle of such a meeting being asso-
ciated with a military review in Royal
Square would be imposing and impressive,
and we commend it to the consideration of the
Committee. We have always to remember in
this connection the tropic weather of the
month of June, but there is no need to
expose the troops to the fierceness of the
mid-day sun. As in Hongkong we are
more than seven hours in advance of
Greenwich time, what objection can there be
to arranging such a gathering for late in
the afternoon? In all other respects we
think, having regard to the explanations
made at the public meeting, it will be
generally considered that the skeleton
programme is as satisfactory as it is possible
to make it, and that it assures a celebration
of the historic event such as will long dwell
in the memory of all who participate in the
rejoicings.

Captain Maribal, of the French steamer *Ferd
Beau*, leaves for a vacation in his homeland next
week.

Mr. E. C. Lewis has been appointed to act as
Postmaster-General during the absence of Mr.
McI. Messer.

Mr. T. S. Lewis—at Government House this
afternoon.

The Hon. Treasurer of the Alice Memorial
and Affiliated Hospitals begs to acknowledge
with thanks the following donation to the funds
of the Hospitals:—

Rev. H. R. Wells, ... \$15

Mr. Chang Su-Lo, who has been the owner
of the Garo's bearing his name at Shanghai
since their opening more than twenty years ago,
has sold the Gardens, with the houses thereon,
to Mr. Chen Tsu-fu, managing director of the
Huochi Cement Works.

We are desired to state that on the occasion of
Lady Lugard's weekly "At Home" to-morrow,
Mr. Timmerscheidt, accompanied by Mr. Danen-
berg, has kindly consented to play the whole of
the Cesarek Sonata, and Mr. Danen Fuller
also has most kindly promised to play.

At the Magistracy yesterday a Chinese who
had been arrested with 559 tuls of loose opium
in his possession in Connacht Road was fined
the maximum penalty of \$1,000, or three months
in prison. Mr. Hoggarth, excise officer, told
his Worship that there was considerable traffic
in loose opium in the Colony.

Mr. Lui Han Ma will give a lecture at the
Chinese Y.M.C.A. this evening at 8 o'clock,
on the Schools of Peking. Mr. Lui has been attending
school in Peking for a number of years and
is now on his way to America to take a place in
the Legation at Washington, D.C. This is
the second of the series of lectures on the Great
Universities of the World.

The return of visitors to the City Hall Library
and Museum for the week ending the 16th April—(exclusive when the doors were closed
on Good Friday and Saturday last)—shows that of
non-Chinese there were 244 to the Library
and 113 to the Museum, and of Chinese 110 to
the former and 1,336 to the latter. The Library
was therefore used by 354 persons and the
Museum by 1,454.

There is said to be talk in China about moving
the Imperial Court from Peking to Hsian.
The latter is the place to which the Imperial
Family retired on the occasion of the capture
of Peking by foreign troops after the Boxer
troubles. According to the telegraph the reasons
underlying this idea are two. One, the less
important, is that it is in contemplation to build
a palace for the Empress Dowager, and Hsian
is thought a more convenient site than Peking.
The other is that the Russo-Japan spectre has
cast its shadow over the present capital, and the
Court desires to emerge into the sunshine of
Shensi. This story needs a good deal of confirmation.
The collateral issues are of great
magnitude.—Japan Mail.

TELEGRAMS.

[Protected by the Telegraph Message]

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CHINA'S LOAN.

T KTO, April 19th.

The condition in the international
loan by which China pledges the
revenues of Manchuria is much criti-
cised in Japan. It is regarded as a
diplomatic coup on the part of China,
which will rouse much resentment
here.

[REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS"]

THE VETO BILL.

LONDON, April 18th.

The House of Commons has adopted
the first clause of the Veto Bill by 143
votes against 78.

THE COLONIAL SECRETARY
OF HONGKONG.

LONDON, April 18th.

The appointment of Mr. W. D.
Barnes, Resident at Pahang, as
Colonial Secretary of Hongkong is
gazetted.

JAPANESE ADMIRAL TO BE
AMERICA'S GUEST.

LONDON, April 18th.

It is reported from Washington
that Admiral Togo has accepted the
invitation of the United States Govern-
ment to be the guest of the American
nation when returning from the
Coronation of His Majesty the King.

FRENCH PRESIDENT ON
TOUR.

LONDON, April 18th.

A message from Rizkia-va at that
port.

The British, Italian and Spanish
warships in the harbour saluted him,
and later the Bey of Tunis and the
French Resident boarded the French
battleship by which the President
travelled and greeted him.

THE WAR IN MEXICO.

LONDON, April 18th.

It is reported from New York that
the battle of Aguacapita is ended.

The rebels withdrew secretly, and
the Federal troops moved into the
town at dawn.

A Washington message states that
the Mexican Government has assured
President Taft that the experiences of
Aguacapita will not be repeated.

PREVENTION OF ALIEN
CRIMES BILL.

LONDON, April 18th.

In the House of Commons Mr.
Winston Churchill has introduced a
Prevention of Alien Crimes Bill.

A Pistols Bill is also to be intro-
duced, by which the police will be
empowered to search aliens for arms.

PEKING'S LA EST LOAN.

The Shanghai *Times* learns that the loan of
\$10,000,000 to the Board of Posts and Com-
munications by the Yokohama Specie Bank has
been made on account of pressure brought to
bear upon this Board by the Board of Finance.
When the Peking-Hankow Railway was bought
back from the Belgian Syndicate, part of the
funds were obtained by a loan from the Board
of Finance of Rs. 5,000,000. This loan has
been outstanding for several years. Since
the formation of the new Naval Board,
and the appropriation of Government funds
for the building up of a Navy, the Board
of Finance has found great difficulty in furnish-
ing funds for naval purposes. It was finally
decided that the Board of Communications
should be asked to repay the Peking-Hankow
Railway loan, and that the Board of Finance
should use this money for the purposes of the
Naval Board. The Board of Communications,
finding it impossible to repay this sum,
contracted the loan with the Yokohama Specie
Bank, giving the Peking-Hankow Railway as
security for its repayment.

The second performance of "The Balkan
Princess" by the Bandmann Company was well
attended last night.

A CHINESE PILGRIMAGE.

THE FESTIVAL AT CHEKWAN.

The Easter Holidays this season synchronised
with the Chinese festival of Tien Hua, the
Queen of Heaven, Holy Mother, and Goddess
of Sailors, and foreign residents had oppor-
tunities of witnessing the pilgrimage to Che-
wan under more favourable conditions than
usual, but the small number who took
advantage of these suggest that the absorbing
interest of the event and the pleasure of
the journey by steamer are not sufficiently
well known. Were the public aware that the
visit to Chewan on such an occasion constitutes
an experience seldom repeated in the lifetime
of the ordinary European in Hongkong, the
excursions promoted by the river shipping
companies would be more extensively patronised
than they are by Europeans.

It was my good fortune to make the
trip on Tuesday on board the steamer
Falshan. Like all the others which were pre-
paring for the same journey or had actually
started, the ship had flags fluttering from stem
to stern, while musicians on board attracted
and repelled according to the race of the hearers.
The Chinese appreciated the volume of sound.
The Europeans might have been interested,
but they certainly were not enthusiastic, and
when the music ceased and the band retired
their applause was undoubtedly sincere. The
first of the squadron for Chewan cast off about
eight o'clock, and within half an hour no fewer
than eight steamers were on the way. An occa-
sional launch with a big junk in company was
overtaken, each of the vessel being crowded
with Chinese, and a rough estimate of the
passengers in that area of water bound for the
temple dedicated to Tien Hua would place the
total at well over ten thousand. Fortunately the
weather was all that could be desired. The breeze
was bracing, and the sunshine was genial, giving
an added touch of brilliancy to the archipelago
which forms such a lovely setting for Hongkong.
The secluded bays sheltering little
villages, the grassy uplands, the well-tiled fields
formed a beautiful coastline, and as the eye
travelled from these to the mountain peaks so
proudly raised into the clear sky and dominating
the scene one unconsciously rendered worship
to Nature. Even the most unemotional and
unimaginative cannot remain unsusceptible to
the beauty of such surroundings, and most
people in Hongkong who have journeyed to
Canton or who have visited some of the further-
most bays by launch have at one time or other
paid their tribute of admiration. The picture
on the water was no less interesting. Eight
steamers, with the *Falshan* as a late starter
lying well behind, introduced more animation
than usual to the scene. Curiously enough, not a sail was anywhere in sight. Steam
was supreme. Lines of smoke
stretched across the sky, but none were near enough

to distinguish for the mist which surrounded
it and the mass of people which thronged it,
emitted smoke and was filled with an indescrib-
able noise. The principal features of the interior were
priests in attendance. No reverence, no devotion
such as is understood by the Western mind.
There was a perpetual pushing and crowding.
Women, with difficulty, cleared a space in
which to make their offerings, to light their
joss sticks. Others again were in front of
altars. But there was no order here. Sulphur
burnt filled the air, and made one gasp for breath.
Dust and burning paper fell on
the faces and hands. Furnaces emitted a
heat which made one wish to be more
distant. It was interesting but unpleasant.
The women seemed to take a pride in showing
the dirty mark on their foreheads which showed
that they had "bobbed" their heads on the
ground in the temple, but none of the men
seemed to care for this distinction. They were
doubtless content to pray for good health and
wealth. A visit to the hilltop behind gave welcome
relief and a beautiful view. Refreshed with
this the return journey was made in more comfort,
and once the *Falshan* was reached the attention
of the captain and his staff made us realise
that the trip had decided compensation. It
was, as I have said, an experience, and no one
who has the opportunity should miss seeing
this festival at least once in their lifetime.

SIGHTSEER.

CORRESPONDENCE.

THE LOCAL CELEBRATION OF
THE CORONATION.[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS"]

Hongkong, April 19th.

SIR, The skeleton programme of the Cor-
onation festivities submitted for public approval
hardly seems to me to be an ideal one.

It may be that practical considerations not
apparent to me render what might be consider-
ed an ideal programme impossible of attainment,
and the following suggestion must be taken
as being made subject to this contingency.

To take the case of the entertainment
of the children first. The programme
appears to contemplate the children
being gathered together in their schools, given
an address, presented with a medal, and then
given tea and refreshments.

The third place was a school for blind girls.
Here they were learning to be useful members of
society, and taught to be Christians, many of
whom would otherwise have been sold to lives of
slavery.

If I ever doubted the value of missionaries
and their work my reason would let me
doubt it no longer after that short afternoon
expedition. Instead, I have become a confirmed
supporter of missionary enterprise. Even laying the spiritual benefits, which are
really the most important and lasting, out of
the question, from a social and humanitar-
ian standpoint alone the work is a great one, and we
are unjust and unreasonable if we withhold our
appreciation and support. Also we cannot
but respect and admire the selfless devotion and
sacrifice of those who are giving up their lives
for the service and well-being of others, and this
should apply to missionaries as well.

Finally, might I say that I am sure a great
deal of the talk against missions and
missionaries is thoughtless and due to ignor-
ance. I was recently with a party at
Dumb-Bell Island, where there are a number
of houses where missionaries from the
West River recompete their health for a short
time during the long typhus summer of the
tropics. The usual excuse of missionaries
doing themselves well in the best places and
having good jobs, etc., etc., ensued, and I
turned and asked one of the most complaining
how he would like to spend a summer there.
He declared he would rather die first, and yet
a moment before he had been abounding the
missionaries for coming from the unhealthy,
lonely places up the river for a short time on
account of their health. I give this merely, as
a case of typical anti-missionary attitude, and I
marvel, for these same people are in many ways
of the best type of British. How blind
prejudice can be! Surely it is time many of us
recognised that we have not been giving
missionaries and mission work what we so
pride ourselves on, viz.,

FAIRPLAY.

THE CHARTERED BANK REPORT.

The directors in submitting to the shareholders
the Balance-Sheet and Profit and Loss Account
of the Bank for the year ended 31st

SUPREME COURT.

Wednesday, April 19th.

IN SUMMARY JURISDICTION.
BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING PUSINE JUDGE).

MONEY LOAN ASSOCIATION CASE.

An action was called on in which Mrs. F. Gutierrez and Ah Choy to recover \$28, being balance due from a money loan association of which defendant is the head.

Mr. W. E. L. Shenton (of Messrs. Deacon Looker & Deacon) appeared for the plaintiff, and defendant was represented by Mr. J. H. Gardiner.

Defendant, on being called, was found to be absent.

Mr. Gardiner said he could not give any explanation of his client's absence. She was told on the last occasion the date fixed for the hearing, so he could not oppose any order for judgment his Lordship made, although there might be good grounds for her absence.

His Lordship—It may be a hardship on her if the case is struck out, but she was told to come to day.

Mr. Gardiner—Yes.

His Lordship—I cannot help thinking that there must be a mistake. When last here she was very persistent.

Mr. Shenton—Telephone messages have passed between my friend and myself for the last two or three days.

Mr. Gardiner—For two days, and I told my friend I would try to get my client ready. Her representative, with whom I communicated, is here, having just returned from Shewwan.

An Inspector of Tramways, who was a friend of the defendant, stated that he had just returned to the Colony and had not had time to deliver Mr. Gardiner's letter to the defendant.

An adjournment was granted and the inspector despatched to bring the defendant to Court, but he failed to find her at home, and the case was adjourned until Friday.

THE CHARGE AGAINST A SHANGHAI DIRECTOR.

CHARGE WITHDRAWN AND DISMISSED.

The charge of conspiracy to defraud the Kuching Transportation and Towing Co., Ltd., against Frederick Griffin was again before Mr. G. W. King, H. B. M.'s Police Magistrate, on the 12th, and after a further hearing lasting all morning it was withdrawn by the prosecution. Mr. Montagu Harris prosecuted and Mr. Griffin was defended by Mr. E. W. Godfrey.

Peter Bahr said that he was a German subject. As he was called a conspirator he would not give any evidence.

His Worship—I am informed that this charge has been made against you in the German Court. Of course you are not a British subject, but the form of law in England would be that any magistrate must warn a witness that he need not say anything to incriminate himself. Do you understand?

Witness—Yes.

Mr. Harris—After what the learned Magistrate has said will you give a truthful account to us of what you know of this matter?

Witness—I wish to explain that as I am called a conspirator, I would rather not say anything.

Mr. Harris—I am going to withdraw from the case at once.

His Worship—Do get on with the questions.

Witness—I decline to say anything because I am quoted as a co-conspirator in the case.

Mr. Harris—Very well. I will not ask any questions.

Teh Foo was then called.

Mr. Harris—Are you willing to give evidence as a witness in this case?—No.

You are not?—No.

Mr. Harris—Without those two witnesses, Peter Bahr and this Chinese gentleman, Teh Foo, it is impossible for me to prove a conspiracy. That being so, I would ask for an adjournment of this case until after the case in the German Court and Chinese Court should have been tried, if you can see your way to grant it. Otherwise I ask to be allowed to discontinue it.

His Worship—You make a very serious charge against a British subject. You bring a certain amount of evidence, a certain number of allegations and a certain amount of suspicion and now you ask to withdraw.

Mr. Harris—Yes, on the ground that these people refuse to give evidence. In the one case because the witness is a Chinese and in the other because he is a German. I could not possibly have known that these persons would take shelter behind their nationality.

His Worship—Peter Bahr says that he will not give evidence as he is quoted in a co-conspirator.

Mr. Harris—Because he is going before the German Court, and the other said that because he was a Chinese he would not.

His Worship—Do you really wish to withdraw, Mr. Harris? You have fully considered the matter?

Mr. Harris—Yes, if you won't grant an adjournment.

His Worship—You cannot keep a charge hanging over a man's head. I don't want to embarrass the prosecution, but you have not proved your conspiracy. Will you tell me what the conspirator you allege between the 30th June and 1st October, 1910, is? Teh Foo says "One Frederick Griffin did with Peter Bahr and Teh Foo conspire to defraud the Kuching Transportation and Towing Co. of large sums of money." Can you give me one piece of evidence to bear out the charge?

Mr. Harris—Mr. Peter Bahr's evidence or Teh Foo's evidence. Mr. Teh Foo paid the money to Mr. Griffin to enable him to carry out the June Settlement. These are my instructions. How can I go on if I am not able to bring the man who took the statement down in shorthand?

His Worship—Did you ask Teh Foo any questions?

Mr. Harris—I asked him if he would give evidence, and he said no.

His Worship—Did you ask the Court to treat them as hostile witnesses?

Mr. Harris—I was told by the Court that if they came here they need not say anything that would incriminate themselves.

His Worship—I must do justice. You know the law of evidence. You know if a witness is hostile you can ask me to treat him as hostile.

Mr. Harris—You cannot ask a Chinese or a German subject to give evidence if he does not want to.

His Worship—Can you give me any evidence of a conspiracy between these three men to obtain money from the Kuching Transportation and Towing Co. between the 30th June and 22nd instant, at noon.

Mr. Harris—I think there has been that evidence.

His Worship—Will you give me one piece of evidence?

Mr. Harris—The only evidence that goes to show defalcations is that of Mr. Hughes.

His Worship—He has not given us the date.

Mr. Harris—He gave us the date distinctly yesterday. He said between 1909 and 1910.

His Worship—This is the 30th June to 31st October, 1910. 1909 would not come in.

Mr. Harris—He told us that there had been serious defalcations, and he told us that Mr. Griffin was the manager during the same period.

We were told by the comparators this morning that no vouchers could be paid except on Mr. Griffin's signature or on Mr. Clarke's signature.

This shows that if the company has been defrauded—and the directors believe it has been defrauded—it must have been defrauded *ipso facto* by vouchers which were passed by the comparators.

His Worship—Do you have any evidence of that?

Mr. Harris—It is impossible. Unless you can get the evidence of Mr. Teh Foo or Peter Bahr.

His Worship—Are they the only two people?

Mr. Harris—Yes, the only two people. I have tried my hardest to get evidence and to get witnesses.

Mr. Godfrey—May I say at this stage that the books, vouchers, and accounts of the company have been at the free disposal of the prosecution and anybody connected with them for the past month or more. No attempt has been made to look into these accounts in order to gather that evidence which ought to have been brought to this Court in support of any such charge. Mr. Harris came here, but he made this charge to the court in the most emphatic terms, and he had no evidence to support it. I want to say this further. Even if the evidence of Peter Bahr and Teh Foo could have been given in this Court, even if they had been willing to give that evidence, Mr. Harris did know that no kind of statement on their part would have been evidence against the defendant in this case, not unless he had first proved the conspiracy.

His Worship—That is what I am trying to tell Mr. Harris.

Mr. Harris—It was not I who spoke of a conspiracy until the brief was put into my hand. Mr. Fossom had the matter of the conspiracy. I had to come into Court without seeing a single witness.

His Worship—Is it necessary to explain these things? I ask you now for your next witness.

Mr. Harris—I ask to be allowed to withdraw the case, because I cannot present any more witnesses.

His Worship—It is a pretty serious thing to bring a charge against a British subject and then withdraw. Do you wish to withdraw?

Mr. Harris—Unless I can get an adjournment.

His Worship—You should have considered that before.

Mr. Harris—It has been considered by the Crown Advocate.

His Worship—You need not introduce the name of the Crown Advocate.

Mr. Harris—The blame should not be put on me. I have simply done my duty as an honest man.

His Worship—You must not speak about him.

Mr. Harris—I spoke to the Crown Advocate this morning, and he advised me unless you would grant an adjournment to withdraw the case. I took the Crown Advocate's advice. I therefore apply for an adjournment to withdraw the case, and I take full responsibility.

His Worship—You have no right to bring the Crown Advocate into it. It is not conducting the prosecution. You have no right to introduce his name.

Mr. Godfrey—I understand the charge is withdrawn.

His Worship—Have you definitely withdrawn the charge?

Mr. Harris—Certainly, unless you grant an adjournment. I understand our proceedings will be taken later.

His Worship—Have you considered the matter fully?

Mr. Harris—I should certainly see the Crown Advocate again if you give me another opportunity.

His Worship—I think the Crown Advocate will not want to see you. I do not think you have any right to refer to the Crown Advocate in public. You are appearing for the complainant, and if the Crown Advocate thinks it his duty to help you in the case you have no right to refer to it in public. You have no right to go and inform the public that the Crown is behind the prosecution and is assisting. Professional etiquette should tell you that.

Mr. Harris—It is entirely different here to places where I have been practising. The Attorney-General would have to appear, and no one could appear without instructions from him. I imagined that the Crown Advocate would be the same as the Attorney-General in Singapore or Hongkong.

His Worship—Did you ask the Crown Advocate whether you could refer to him in public.

Mr. Harris—No, because I did not think I should do anything more wrong than if I referred to the Attorney-General in Singapore.

His Worship—Do you really wish to withdraw?

Mr. Harris—Yes, I should certainly see the Crown Advocate again if you give me another opportunity.

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His Worship—Do you really wish to withdraw?

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a paid period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 53. Telephone No. 12. Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lieber.

NEW ADVERTISEMENTS

NOTICE.

MY Business as a Commission Agent and General Importer will henceforth be conducted under the name of DOUGLAS GRAHAM & Co., instead of DOUGLAS GRAHAM, as formerly.

W. D. GRAHAM.
Alexandra Buildings, Hongkong, 18th April, 1911. [616]

TO LET.

W. M. POWELL LTD. will have to Let, about October next, in their New Promises, Des Vaux Road, near the New Law Courts, a number of Well-Appointed Rooms Suitable for Offices and Chambers.

ELECTRIC LIGHT, LIFT, &c.
Plan can be seen on application to—
W.M. POWELL LTD., Alexandra Buildings, Hongkong, 20th April, 1911. [619]

PUBLIC AUCTION.

THE Undersigned have received instructions from GEO. P. LAMMERT, Esq., to Sell by Public Auction.

On TUESDAY, the 25th April, 1911, commencing at 2.30 p.m., at his residence, No. 4, Elliot Crescent, Holland Road.

THE WHOLE OF HIS
VALUABLE
HOUSEHOLD FURNITURE,
Comprising—

A Quantity of FINELY CARVED BLACKWOOD CABINET HALL TABLE, COUCH, LADY'S DESK, HALL CHAIRS, SILVER TABLES, BRACKETS, STOOLS and JABDINPRES.

BRASS FENDERS and BRASSES, BRASS COAL-SCUTTLE, OVERMANTELS, GAS CHANDELIERS and BRACKETS, CARPETS, LACE CURTAINS, OIL PAINTINGS, PICTURES, FANCY CHAIRS and TABLES, &c., &c. EXTENSION DINING TABLES, DINING CHAIRS, SIDEBOARD with Bavelled Mirror, DINING WAGGONS, SOLID TEAK BOOKCASE, LARGE ICE CHEST, CROCKERY, &c.

FINE TAK WARDROBE with 3 Bevelled Mirrors, and other WARDROBES, MARBLE TOP DRESSING TABLES, MARBLE TOP WASH-STANDS, CHEST-OF-DRAWERS, WRITING DESKS, &c., &c. DOUBLE BLAISE BEDSTEAD, BRASS-MOUNTED DOUBLE and SINGLE BEDSTEADS.

BATHROOM, PANTRY and KITCHEN REQUISITES; ALSO

ONE UPRIGHT GRAND PIANO, by Steinway & Sons.

ONE MERCURIAL BAROMETER, by L. Caselli; AND

A QUANTITY OF PINE PALMS and PLANTS in Pots. Terms: As Usual. Catalogues will be issued.

On View from MONDAY, the 24th April, 1911. HUGHES & HOUGH, Auctioneers.

Hongkong, 20th April, 1911. [617]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship
"JAPAN," Captain A. Stewart, will be despatched for the above Ports on TUESDAY, the 25th inst., at 4 p.m.

For Freight or Passage, apply to—
DAVID SASSOON & Co., LTD., Agents.

Hongkong, 20th April, 1911. [618]



H.M. DOCKYARD.

WANTED, an Electrical "STATION SUPERVISOR," to carry out work as may be required and to take charge of a watch in the Dockyard Generating Station. Previous experience in a similar capacity is essential.

Apply personally to—
ELECTRICAL ENGINEER,
H.M. DOCKYARD,
Hongkong.

Hongkong, 19th April, 1911. [612]

NOTICE.

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A N European Firm requires a COMPRADORE of good standing for its Canton Branch. Salary \$100,000 at the least in Hongkong Property or cash. Apply in writing marked "COMPRADORE" to
DEACON, LOOKER & DEACON,
1, Des Vaux Road,
Hongkong.

Hongkong, 25th March, 1911. [502]

H.A.M.

SEND FOR OUR

AUSTRALIAN

DAIRY FARM

BRAND HAM.

The Finest Smoked Hams on the Market.

THE

DAIRY FARM CO., LTD.

[36]

PUBLIC COMPANIES

GEO. FENWICK & CO., LTD.

THE TWENTY-SECOND ORDINARY GENERAL MEETING of the SHARE-HOLDERS will be held in the HONGKONG HOTEL on SATURDAY, 22nd day of April, 1911, at Noon, for the purpose of receiving the Report of the Directors, and electing Directors and Auditor.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 53. Telephone No. 12. Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lieber.

NOTICE.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-SECOND ORDINARY GENERAL MEETING of the SHARE-HOLDERS will be held at the Company's Offices, St. George's Building, on TUESDAY, the 25th April, 1911, at 12 o'clock NOON, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1911, and electing Directors and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th April, both days inclusive.

By Order of the Board of Directors,
JOHN I. ANDREW,
General Manager.

Hongkong, 14th April, 1911. [602]

INTIMATIONS

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 22nd April, 1911, at 12.30 P.M., at the Offices of the JOCKEY CLUB, on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order, T. F. HOUGH,
Clerk of the Course.

Hongkong, 10th April, 1911. [583]

NOTICE.

WE HAVE This Day authorised Mr. ARCHIBALD ORR LANG to Sign the name of our Firm by Procuration in Hongkong and China.

GIBB, LIVINGSTON & Co.

Hongkong, 18th April, 1911. [611]

NETHERLANDS LLOYD
OF
AMSTERDAM AND BATAVIA.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIVE Current Rates.

WENDT & Co.,

Hongkong, Canton and Swatow.

Hongkong, 24th March, 1911. [497]

GENUINE CHEAP SALE.

TO MAKE ROOM FOR NEW GOODS

EVERYTHING AT ROCK-BOTTOM PRICES.

Now is the time to Pick up Cheap and Good Bargains.

FOR CASH ONLY.

Call and See for Yourself.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central,
Hongkong.

Hongkong, 3rd April, 1911. [38]

NEW CARTRIDGES.

BY popular English Manufacturer. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.,

Hongkong, 26th October, 1906. [608]

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [609]

FOR SALE

FOR SALE or TO LET.

"K. ENLIS," 76A, PEAK; SEVEN ROOMS; Large Verandahs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes walk from Peak; 7 minutes by Rickshaw. One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd February, 1911. [270]

FOR SALE.

RURAL BUILDING LOTS Nos. 50 and 69, containing 72,450 and 16,770 square feet, respectively, and situated at the junction of Barker Road with Magazine Gap. Site prepared ready for building upon.

For Particulars, apply to—
E. D. KOTEWALL,
Care of F. P. TALATI,
Ice House Street.

Hongkong, 17th April, 1911. [665]

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285
EXTENSIVE WATERFRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., LTD.,
ENGINEERS, &c.,
PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [111-12]

ON SALE.

HONGKONG HANSD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE — \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [36]

TO LET

TO BE LET.

NO. 34, QUEEN'S ROAD CENTRAL (Shop), Opposite the Post Office. No. 2A, D'AGUILAR STREET (Suitable for Godown, Etc.). All of which are at present occupied by VIENNA CAFE & CO., LTD.

For Particulars, Etc.

Apply to—
YEE SANG FAT,
Same Address.

Hongkong, 24th February, 1911. [362]

TO LET.

GODOWN, NO. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st April, 1911. [114]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st April, 1911. [116]

TO LET.

NO. 11, BEACONSFIELD ARCADE (Shop).

OFFICES on Ground and First Floor in Chater Road. Very central position.

The BYRIE, No. 13, Peak, newly Painted and Colour-washed.

BEACONSFIELD, from 1st June, 1911.

No. 23, BELLIOS TERRACE.

No. 21 and 25, SHELLY STREET.

No. 57, PRAYA GRANDE, Macao.

FOR SALE—TO CHEST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 4th April, 1911. [118]

TO LET.

HONGKONG CLUB.

NOTICE.

TO LET, from the 1st February, 1911, TWO ROOMS in the Ground Floor of the Annex, suitable for Offices. For further particulars, apply to the Undersigned.

JAMES CRAIK,
Secretary.

Hongkong, 19th January, 1911. [209]

</div

CHINESE IMPERIAL RAILWAY.

CANTON-KOWLOON RAILWAY.

CHINESE SECTION.

NOTICE IS HEREBY GIVEN that the portion of the Second Section of this Railway, extending from SIEN TSUN to SHEK LUNG, will be Opened to Traffic on the 24th instant.

DAILY PASSENGER TRAINS.

DOWN TRAINS.		No. 1.	No. 3.	No. 5.
(CANTON TO SHEK LUNG)		Departure	7.30 A.M.	11.00 A.M.
CANTON (TAI SHA TAU)...		Arrival	9.58 A.M.	1.28 P.M.
SHEK LUNG		Arrival	9.58 A.M.	1.28 P.M.
UP TRAINS.		No. 2.	No. 4.	No. 6.
(SHEK LUNG TO CANTON)		Departure	7.35 A.M.	11.05 A.M.
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THE QUEEN OF
TABLE
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NATURAL
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GRAND PRIX,
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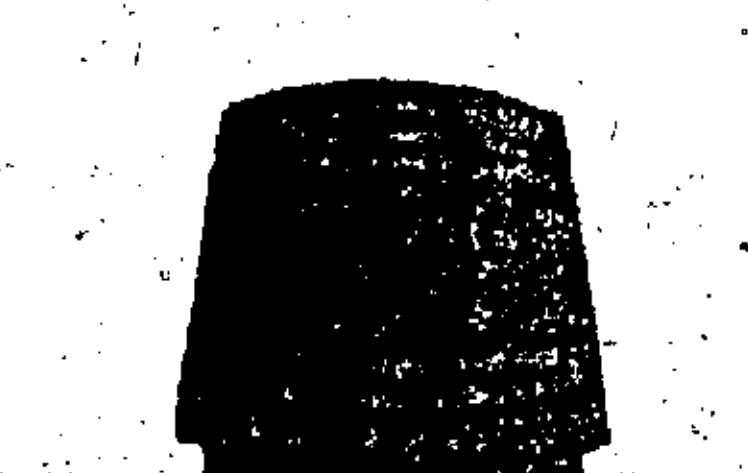
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RACE TO THE SOUTH POLE.

BRITAIN, JAPAN, AND NORWAY
AS RIVALS.

Three Antarctic expeditions are engaged in a thrilling international race with the South Pole as the goal. They are—

The British expedition under Captain Scott.

Captain Roald Amundsen's Norwegian expedition in the *Fram*.

A Japanese expedition under Lieutenant Shirase.

The British expedition under Captain Scott sailed in the steamer *Terra Nova* from Port Chalmers, New Zealand, on November 29 last, and consisted of fifty-eight officers and men, thirty-five dogs, nineteen ponies, two rabbits, and two cats. The winter station was located at Cape Evans, and according to the last news, Captain Scott has gone on a sledging journey to the south, with twelve men, eight ponies, and two teams of dogs. He expects to be absent from Cape Evans for two months.

The Norwegian expedition under Captain Amundsen went to the Antarctic in the steamer *Fram*, and is wintering in the Bay of Whales, in longitude 164° W. The expedition includes eight men and 116 Greenland dogs, and has full equipment for a journey to the Pole.

The curious experiences of the Japanese explorers at Wellington, New Zealand, early in February, are described by the *Express* correspondent, who went on board their vessel, a three-masted schooner called the *Kainan Maru*, which was sailing and taking in final supplies before sailing for the first winter base.

THE JAPANESE EXPEDITION.

Wellington (C.Z.), Feb. 10.

Shortly after noon on Wednesday last a strange three-masted schooner crept slowly through the Heads and up the harbour, and came to an anchorage in the stream. She was manned by Japanese who could not speak a word of English.

It was only after great difficulty that her officers were able to make it understood that they wanted coal, meat, and vegetables, and that they were bound for the South Pole.

This little craft, the *Kainan Maru*, represents Japan in the great international race to the Antarctic, in which the prize is the Pole itself.

She is competing against the British expedition under Captain Scott, and the Norwegian expedition under Captain Amundsen, and the quiet courage of her little band of navigators and scientists, who are pushing southward to what many experienced New Zealanders believe to be almost certain death, has excited universal admiration throughout the Dominion.

The *Kainan Maru* is more heavily manned in her race to the Pole than either the British or Norwegian expeditions. She is smaller, and, to ordinary observers, inadequately equipped, for two rigorous winters in the Antarctic, to say nothing of the dangers of the final dash which picked party will make from the southernmost base.

When I boarded the *Kainan Maru*, while she was coaling in the stream, I found Lieutenant Shirase, the leader of the expedition, full of confidence.

The schooner is a staunch little vessel, built of wood, specially with wood and iron, clipper bowed, and with rakish masts. She is fitted with auxiliary steam power capable of developing about five knots an hour.

Twelve dogs, which will be used for the final journey across the ice, had quarters on deck. Three dogs died during the seventy-one-day voyage from Yokohama, but the rest are in good condition.

The schooner is a staunch little vessel, built of wood, specially with wood and iron, clipper bowed, and with rakish masts. She is fitted with auxiliary steam power capable of developing about five knots an hour.

No community can be taxed beyond a certain point. When that point is passed men cease to work and cease to care, and are rather content to day by the wayside than to spend laborious days in amassing profits which are to be handed over to the tax-collector. Such a state of affairs has actually occurred in Asia Minor under the Turks and in France before the Revolution.

It is a matter of supreme importance to us all, Unionists and Radicals, Conservatives and Progressives, whether we have not in Great Britain and other European countries very nearly reached the ultimate point of taxation and whether the Government is not now taking from the country's citizens as much as they can possibly pay unless enterprise and industry are to be hindered and hampered. This, of course, would mean direct and progressive decrease in the capacity of the country to pay its present taxes in each succeeding year.

Six sledges, built according to Japanese ideas, will carry the stores of the South Pole party. They are constructed of bamboo, with hard wood runners faced with steel, and although very light, are strong, and, in the opinion of the officers, quite capable of withstanding the great strain which must be experienced in the arduous journey to and from the goal.

The total number on board the *Kainan Maru*, is twenty-seven, including officers and men.

None of them has any knowledge of English, except the second officer, Mr. T. Tsuchiya, whose vocabulary consists of only a few words.

The port authorities searched vainly throughout Wellington without finding any persons among the 80,000 inhabitants who could speak Japanese.

Communication was thus very difficult, but the patience and urbanity of the Japanese, coupled with the solid determination of the New Zealanders, and assisted by an Anglo-German-Japanese dictionary fished up from among some forgotten books in a library, finally enabled the visitors to make known their wants. Mr. Yung Liang Hwang, the Chinese Consul-General, was able to render assistance by means of writing certain Chinese characters which the Japanese understood.

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Lieutenant Shirase expected to reach the ice early in March, and to establish his winter base at a spot which is believed to be Biscay Bay, in King Edward VII. Land, west of McMurdo Sound.

When the officers were asked, by means of Chinese signs, when they expected to reach the Pole, they replied, in the same way, "Twelve months to get to the top."

The Wellington Customs authorities made the following inventory of the supplies on board the *Kainan Maru*:

90 bushels of rice ... 5 boxes brown bread

3 bags of wheat ... 90 bags of flour

2 bags peas ... 1 bag koya beans

3 dozen casks ... 2 bags arrowroot

wheaten bread ... 10 dried or flesh

40 dozen tins meat ... 12 casks pickled plums

143 casks Takawonza ... 12 casks Rako

4 boxes butter ... 5 boxes meat

3 dozen cases sauces ... 2 boxes onions

2 boxes coffee ... 10 bags salt

5 boxes rice bread ... 3 sacks potatoes

60 pounds tobacco ... 2 boxes tea

No special foods are being taken. The officers explained that they will not make any change in their ordinary diet, except that more meat will be eaten than usual.

WEATHER REPORT.

On the 19th at 11.55 a.m.—The depression lying over the E. part of the Sea of Japan yesterday is moving into the Pacific to the North of Hokkaido.

The barometer has risen considerably in S. Japan and fallen rapidly over N. China.

A deep depression has advanced Eastwards over the continent and reached the Gulf of Pechili.

Areas of high pressure are lying over W. China and over the Pacific between the Loochou and the Bonins.

Fresh N. and N.E. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

Hongkong & Neighbourhood ... N. winds, moderate.

Formosa Channel ... Variable winds, moderate.

THE WORLD'S PEACE

AND
HOW TO SECURE IT.

[FROM THE "DAILY MAIL."]

Sir Edward Grey's dramatic anticipation that, at so distant date, "armies will become the police of the world" summarises in a sentence the ambition of some humanitarianism applied to the world's armaments.

The *Express* has always vehemently insisted on the necessity of an unchallengeable British Navy and a sufficient and efficient British Army. It insists on these safeguards to-day. We have emphasised in season and out of season our need of a Navy and Army, not as Mr. Hardie suggested in the House of Commons, because any section of Englishmen or any individual Englishman wishes for a moment forcibly to prevent the development of German trade, but because we believe that under the circumstances of the modern world, without such weapons of defence the continuance of the Empire, the national existence, and the liberties of the people are impossible.

Although we have been among the most emphatic in exposing the folly of economia and the importance of un-tinted expenditure on the Army and the Navy, we are not blind to the serious results of the enormous expenditure forced upon the modern world by the necessities of defence and the development and variety of warships and guns.

The following table gives the yearly armament expenditure of the principal countries of the world:

<table

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lands India to Siberia, in which European reside.

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as each case as it can be made, but each Colony,
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the places, their History, Topography, etc. &c.

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Port, would alone suffice to fill a large volume.

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SHOWING THE EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF NEW TERRITORY (KOWLOON)
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PLAN OF BATAVIA

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concluded with the countries of Eastern Asia,
the various Customs Tariffs, Trade Regulations,
Chambers of Commerce, Scales of Commissions,
Consular and Courier Fees, Hongkong Stamp
Duties, Postal Guide, Signal Code, Chinese
Festivals, Tables of Money, Weights and
Measures and other Commercial Information

TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin,
1858; Tientsin Agreement and Rules, 1859
Convention, 1859; Rules for Joint Investigation
of Customs Duties, 1869; Chaffee,
1876; with Additional Article; Opium Con-
vention, 1886; Chungking Convention, 1891;
Treaty Sikkim Convention, 1890; Burma
Convention, 1897; Kowloon Extension, 1898;
Weihaiwei, 1898; Convention, Commercial,
Shanghai, 1902; Emigration, Convention,
1904.

France—Tientsin, 1858; Convention, 1860;
Tientsin, 1863; Conventions, 1868, 1887 and
1895; Frontier Trade Regulations,
United States—Tientsin, 1858; Additional,
1863; Peking, 1880; Immigration, 1894
Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880;
Kiaochau Convention, 1898; Railway and
Mining Convention, 1898.

Japan—Shimonoseki, 1895; Linshing Con-
vention, 1895; Commercial, 1896; New Port
1896; Supplementary Commercial, 1903.

Russia—St. Petersburg, 1831; Russian Land
Trade, 1881.

Portugal, 1886; Commercial Treaty, 1904.
Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention, 1895;
Russia Agreements as to Corea; United
States, Extradition Treaty, 1886; Great
Britain (Alliance) 1895; Russia (Peace
Treaty) 1905.

TREATIES WITH COREA

Japan, 1876; Japan, Supplementary, 1876;
Japan, 1904 and 1905; United States, 1882;
Great Britain, 1895.

TREATIES WITH SIAM

Great Britain, 1856, 1899 and 1909, France
1898 and 1904; Japan, 1892; Russia, 1899.
Great Britain and France, Siamese Frontier.

Great Britain and Russia, Railway Convention,
1899.

CUSTOMS TARIFFS

TRADE REGULATIONS
CHINA, Japan, Siam, Corea.

LEGAL DOCUMENTS

Orders in Council for Government of H.E.M.'s
Subjects in China and Corea, and in Siam
Rules of H.E.M.'s Supreme and other Courts
in China, &c.; Tables of Court and Consular
Fees; Charter of the Colony of Hong-
kong; Malay States Federation Agreement;
Table of Hongkong Court Fees; Adminis-
trative Rules; Foreign Jurisdiction Act; Regu-
lations for the Consular Courts of United
States; United States Consular and Court
Fees; Rules of Court of Consuls of Shanghai;
China's Passenger Act; Hongkong Licences;
Trade Marks and Letters Patent Fees; Post
Regulations for China; Harbour Regulations
for Japan.

The CHRONICLE and DIRECTORY, al-
though condensed in every possible manner,
contains every year more pages.

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be the cheapest work of the kind anywhere
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and improved in every way, the price in silver
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Daily Press, and can be had from, and Adver-
tisements sent through, the principal Books-
ellers in Asia and through the following:—

THE MAPS AND PLANS
have been prepared by one of the most eminent
Firms in Great Britain and are corrected and
brought up to date. They consist this year of
the following:—

COLOURED PLATE OF FLAGS OF FOREIGN HONOR

MAT OF THE FAR EAST

PLAN OF YOKOHAMA

PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

BRITISH

Alacrity, dispatch-boat, 700 tons, 4 guns, 2,000
i.h.p.; Comdr. A. Lowndes, Shanghai.

Astrea, 2nd class cruiser, 3,360 tons, 10 guns,
7,000 i.h.p.; Captain E. B. Kiddie,
Shanghai.

Atlas, admiral tug, 615 tons, 1,400 i.h.p.;
Master S. West, Hongkong.

Bramble, gunboat 710 tons, 900 i.h.p.; Lieut.
Comdr. B. G. Washington, Shanghai.

Briton, gunboat, 710 tons, 900 i.h.p.; Lieut.
Comdr. J. M. Barker, Hongkong.

Cadmus, British ship, 1,070 tons i.h.p., 1,400
i.h.p.; Comdr. H. L. Lyons, Shanghai.

Cherub, tank ship and tug, 390 tons, i.h.p. 340.

Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons i.h.p., 1,400,
i.h.p.; Comdr. H. R. Vale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6
guns, 5,700 i.h.p.; Lt. Comdr. H. S. Monroe,
Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns,
7,000 i.h.p.; Captain J. Nicholas,
en route to Hongkong.

Handy, torpedo-boat destroyer 295 tons, 6 guns,
4,000 i.h.p.; Lieut.-Comdr. H. S. Monroe,
Hongkong.

Hart, torpedo-boat destroyer, 295 tons 6 guns,
4,000 i.h.p.; Lt. Comdr. H. S. Monroe,
Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns,
3,900 i.h.p.; Lt. Comdr. M. B. R. Blackwood,
Hongkong.

Kent, armoured cruiser, 9,800 tons, 14 guns
i.h.p. 27,000; Capt. S. J. Farquhar,
cruising.

Kiashu, river gunboat, 616 tons, i.h.p. 1,200,
Lieut.-Comdr. T. J. S. Lyons, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400
i.h.p.; Comdr. B. O. M. Davy, Hongkong.

Minotaur, armoured cruiser (flagship), Vice-
Admiral Sir A. L. Winsle, K.C.B.,
C.V.O., C.M.G.), 14,600 tons, i.h.p. 27,000,
Capt. G. C. Cayley, Hongkong.

Monmouth, armoured cruiser, 9,800 tons, i.h.p.
22,000; Captain L. E. Power, M.V.O.
en route to Hongkong.

Merlin, river gunboat, 180 tons, 2 guns,
i.h.p. 800; Lieut.-Comdr. G. P. Leith,
West River.

Newcastle, 2nd class cruiser, 4,00 tons, 8 guns,
Captain George P. E. Hunt, D.S.O.,
Hongkong.

Nightingale, river gunboat, 85 tons, 240 h.p.;
Lieut.-Comdr. Claude Hillsden-Woodward,
R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns,
6,300 i.h.p.; Comdr. Lambe, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p.;
Lieut.-Comdr. Cosmo A. O. Douglas, West
River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p.; Lieut.-Comdr. E. J. J. Southby,
Hongkong.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.;
Lieut.-Comdr. Malcolm Murray, Yangtze.

Taku, torpedo-boat destroyer, 305 tons, i.h.p.
6,000; Gunner E. J. Trillo, R.N., Hong-
kong.

Tamar, receiving ship, 4,650 tons, 6 guns,
Commander Eyres, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800,
Lieut.-Comdr. R. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 i.h.p.; Lieut.
Comdr. M. B. Ballie-Hamilton, Shanghai.

Virago, torpedo-boat destroyer, 395 tons, 6 guns
6,500 i.h.p.; Lieut.-Comdr. Harold D. Adair-
Hall, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 h.p.;
Lieut.-Comdr. R. L. Hancock, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 6
guns, 5,900 h.p.; Lieut.-Comdr. G. E.
Harford, Hongkong.

Wildrose, gunboat, 195 tons, 2 guns, 800 h.p.;
Lieut.-Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.;
Lieut.-Comdr. B. R. Brooke, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.;
Lieut.-Comdr. G. F. A. Mulock, Yangtze.

Yacht, gunboat, 85 tons, 10 guns, 1,344 h.p.
Captain Bulken

Schwarhorst, armoured cruiser (flagship),
11,420 tons, 52 guns, 26,000 h.p.; Captain
Zur See Mass.

Taku, destroyer, 280 tons, 4 guns, and 12 torpedo
tubes, 6,000 h.p.; Kommandant Kolbe
(Hans) Bertram

Panther, third class cruiser, 1,530 tons, Fre-
gattenkapitan, Theodor Sherl Ed. von
Schmidtheim

French.
Achérone, armoured gunboat, 1,830 tons, 9 guns,
1,700 h.p.; Lieut. Bertrand, Saigon

Alcyone, 2nd class cruiser, 4,320 tons, 22 guns
5,100 h.p.; Commander Fourrier, H'kong

Alonette, gunboat, 56 tons, 7 guns, 400 h.p.;
Commander Batin, Saigon

Argus, river gunboat, 180 tons, 8 guns, 570 h.p.;
Lieut. Audouard

Baïouette, gunboat, 180 tons, Reserve, Saigon

Calimète, gunboat, 184 tons, Reserve, Saigon

Caronade, gunboat, 184 tons, Reserve, Saigon

Décidé, gunboat, 630 tons, 10 guns, 900 h.p.;
Lieut. de Linéras, Shanghai

Diplôme, armoured cruiser, 7,578 tons, 26 guns,
17,000 h.p.; Lieut. Audouard

Doré, armoured cruiser, 7,578 tons, 26 guns,
17,000 h.p.; Lieut. Audouard

D'Therville, gunboat, 141 tons, Reserve, H'kong

Estoc, gunboat, 141 tons, Reserve, H'kong

THE CHINESE ENGINEER OF THE FUTURE.

HONGKONG UNIVERSITY AND BRITISH ENGINEERING INTERESTS.

We have often in *Eastern Engineering* had occasion to touch on the question of the technical education of the Chinaman, and we are glad to find that others are beginning to realize the importance of this problem. It is exercising the minds both of British and foreign engineers on us which will have a vital bearing on the placing of Chinese orders for machinery and engineering plant during the next half-century. Mr. Charles Henry Godfrey, the president of the Shanghai Society of Engineers and Architects, in his inaugural address in November last, commented pertinently on this question in the following words:—"We find the Chinese establishing colleges with a view to equipping themselves with higher technical education, and they are prepared to go to almost any length to acquire it. The more enlightened Chinese realize that Western education is a matter of necessity for their sons, if they are to keep pace with the march of civilization, and are sending their sons abroad for instruction." On their return these young men will form an important factor in the development of the country. At the present time serious efforts are being put forth to establish two new Universities in the East, one at Hongkong and another in Hankow. In advancing the Hongkong University scheme, Sir Frederick Lugard said that it will be kept free from the "benevolent influence of Chinese officials, and the University endowment will be carried on in the English language. On the other hand, Lord William Cecil's scheme for the establishment of a University for Central China provides that the Chinese (Mandarin) language is to be adopted." Thus, again, Mr. Ramsone in one of his articles on "Engineering in China" in this journal pointed out another phase of this question viz., the danger to British engineering interests that will result if we allow the German to monopolise the education of the rising generation of the Chinese in mechanical engineering. We wish to emphasize that fact and to go rather more into detail about it, as it is necessary that immediate steps should be taken to counteract this growing German influence. We have said that the question of Chinese education is exercising the minds both of British and other engineers, but the difference is that while, so far, British engineers merely confine themselves to talking about the danger of German influence, the German engineers are themselves taking the most active steps, not merely to maintain that influence, but to increase it a hundredfold. Thus, not only have the Germans succeeded in getting a preponderance of Peking professors into the Railway School at Peking, but German engineering firms are actually finding themselves between themselves for the establishing in three different parts of China of engineering schools, which are to be wholly under German influence and are to be used merely as a nucleus for German engineering trade in the Celestial Empire. In the first place 4,000 are to be devoted to this object, and Messrs. Knapp have already given 43,000 taels to this project, and other firms are subscribing liberally. We can understand and appreciate the point of view of these German manufacturers, and can only say that they are adopting a principle which British manufacturers should have put into practice long ago. When we bear in mind that before another twenty years have elapsed China will probably be the biggest importer of engineering plant that will then exist, the importance of educating the Chinese engineer on British lines and in the English language will be appreciated. As already explained in previous articles, the present "awakening of China" as a situation, is by no means identical with that of Japan when some forty years ago the latter country decided to adopt Western progressive methods. Japan selected and paid for her own advisers, and as far as mechanical engineering was concerned her advisers were British. Engineering matters were taught in the technical schools and afterwards in the University in the English language until Japan had a sufficient number of professors of her own to carry on the instruction in the native language. It is true that, in the early days Japan made a short and unfortunate experiment with a line of railway worked on the German system and under German superintendence, but she very soon realized her mistake, and as no foreign capital was then involved in her railways, she was in a position to dismiss her German advisers and employ German plant. China is not in that situation, for, as we have pointed out in recent articles, the capital for her various railways has been drawn from every part of the leading world, and foreign influences, which will take a very long time to shake off, will be brought to bear for the purpose of coercing the Chinese into purchasing inferior railway plant from Germany and elsewhere. From their foothold in the Shantung Peninsula the Germans have been pushing their railway and their trade influence with the utmost persistence, and that particular corner of China, though only held on lease by Germany, is becoming more and more Germanized and from it the Teutonic blight is spreading rapidly.

It is to counteract this influence, and that which will still further come about by the projected German engineering schools referred to above, that British engineers should concentrate their energy. The preponderance for generations of Engineers in the various Treaty ports has created that various dialect, "pidgin English," which is used not only as the general means of intercommunication between all foreigners and the low-class Chinese in China, but between coolies of North and South China. Even in the German section of New Guinea the Teutonic planter uses "pidgin English" in ordering his servants about. Thus, the flower-class Chinaman, at all events, has imbibed a knowledge of a degenerated edition of the Anglo-Saxon tongue which it will be difficult to eradicate, and should in a measure form an obstacle to the introduction of German as a means of intercourse with the foreigner. It is no longer, however, a question of dealing merely with the coolie and the trader. In imparting engineering knowledge to the Chinaman we have to attack a higher class of man, and to do so in a more effective manner than the Germans a great deal of patience, foresight and properly expended money will be necessary. At the present day, apart from the coolie class, a considerable number of Chinese have learned English very thoroughly, at various schools in China, England and America, and until recently the efforts of the Germans to force their language upon the Chinese have not been crowned with any great success. Thus, in any steps we may take in the higher technical education of the Chinese we have, if we choose to utilize it, a solid start over other countries. In view, however, of the strenuous and very practical efforts of the Germans to become the engineering instructors of the Chinese the time has come for Englishmen to take energetic

steps to strengthen their position in this respect. There are three ways of doing this. The first is to establish purely British engineering schools in China, the second is to offer facilities for Chinese students to study in Great Britain, and the third is to encourage Chinaman to visit and remain for some time in our great engineering works in England and Scotland. The only difficulty in the way of these is the finding of the money, whereon the drawback to the second and third is that, unlike the Japanese, who have always been welcome visitors, the Chinaman, for a variety of reasons, has not been so popular outside his own country. The reason for this, however, is largely due to the fact that, except for the members of the various Legations, who have, as a rule, kept themselves very much to themselves; the only Chinaman who take up their residence in a foreign country are, as a rule, of the lowest class, and they naturally enough have not always proved themselves to be desirable additions to a white community. There is no reason, however, why this should be the case with the class of Chinaman who would be with the class of Chinaman who would be with the natural course of things become an engineering student.

If we are to accept as a principle the advisability of establishing British engineering schools in China, it then becomes a question as to how they are to be provided. There is only one way of effecting this, and that is by a co-operation between the British manufacturing engineer and the British merchant. In Germany, when it is a question of obtaining trade for the country, everybody concerned rushes whole-heartedly into a scheme for furthering the interests of the manufacturer. The banks throughout the Fatherland realize the sound principle that without the manufacturer there would be no banks. Therefore, they assist him in every possible way. The Pan-Germanic organizations also give their moral and practical support to this sort of movement, and the Government, directly and indirectly, bring to bear the full weight of their influence in the same direction. In England, the British manufacturers can hope for nothing of the sort. The banker will handle his money for him, but will not interest himself in his welfare. His engineering institutions will tell him that they have no vocation in life beyond dealing academically with professional matters, and his Government would laugh him to scorn if he suggested that the welfare of the manufacturer was also the welfare of the country. Thus the onus of instructing the Chinaman on British lines in the English language, if it is to be carried out at all, must be done on the initiative and at the expense of the British manufacturer and the merchant. But, heavy as the burden may be, the game is essentially worth the candle. The British manufacturing engineer, as a class, is immensely wealthy, and the money would readily forthcoming if the importance of the question were realized and if there were an organization capable of carrying out the work satisfactorily. The great difficulty is the bringing about of a scheme of co-operation which would be sufficiently wide to reduce the burden on individuals to a reasonable amount. It is not to be expected that individual manufacturers will find large sums of money for the benefit of others, and again, the British manufacturer has a rooted objection to looking very far ahead, and a big investment which is not likely to bring back an immediate return does not always appeal to him very strongly. The fact remains, however, that if steps are not taken to make the Chinese engineer of the future an Englishman in his predilections, as far as the purchase of machinery is concerned, we shall find the Chinese student absorbing his engineering knowledge in the German language from German text-books and applying to his German professors who will be merely trade tons in disguise, for advice as to where he shall purchase his machinery when he becomes a full-blown engineer.

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ST. PETERSBURG and VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE... "ARABIA" About end of April
COPENHAGEN and BALTIC PORTS "CATHAY" About 3rd May.

For Further Particulars, apply to

SHIPPING IN PORT.

STEAMERS
AMIGO, German str., 822, W. Langschwager, 14th April—Hankow 11th April, General—Jescha & Co.

ANGHIN, German str., 1,001, Hinkwitz, 12th April—Bangkok and Bratow 11th April, 1908—Butterfield & Swire.

ASAHI MARU, Japanese str., 1,749, Nakano, 11th April—Moji 5th April, Coal—Mitsui Bussan Kaisha.

ASTA British str., 2,936, H. Gaukroger, 11th April—San Francisco 15th March, General—P. M. S. S. Co.

BANRI MARU, Japanese str., 2,369, X. Mayo, 8th April—Karatsu 2nd April, Coal—Mitsui Bussan Kaisha.

BUNDAL MARU, Japanese str., 2,000, T. Miyasaki, 6th April—Mitsui 1st April, Coal—Mitsui Bussan Kaisha.

CATHAY, Danish str., 2,549, H. Kruse, 21st March—Port Said 15th Feb, General—Melschers & Co.

CHIRING, British str., 1,190, F. Mooney, 17th April—Tic-tac 9th April, General—Chinaman.

CHITUNG, Chinese str., 1,177, W. Jamieson, 18th April—Shanghai 14th April, General—C. H. S. N. Co.

DERWENT, British str., 1,520, Jenkins, 15th April—Sagam 11th April, General—Man Fat & Co.

DRIFTER, Norwegian str., 1,102, A. Auerson, 17th April—Bangkok 10th April, General—China Shan S. N. Co.

EMPEROR OF INDIA, British str., 3,632, E. Brember, 14th April—Vancouver, B.C., 22nd March, Mails and General—Canadian Pacific Railway Co.

FURUKAWA MARU, Japanese str., 1,946, S. Kumanaki, 6th April—Moji 1st March, Coal—Mitsui Bishi Goshi Kaisha.

HANYANG, British str., 1,277, G. I. Spin, 28th March—Tsingtao, Chefoo and Weihaiwei, 25th March, M. S. S. Co.—Butterfield & Swire.

HEITO MARU, Japanese str., 240, Sunmura, 5th April—Singapore 24th March, Baltic—Mitsui Bussan Kaisha.

KIANG CHING, Chinese str., 1,002, Boisander, 16th April—Chinkiang 12th April, General—Tung Lin.

KUMBANG, British str., 2,077, F. Wheeler, 13th April—Calcutta, Ponang and Singapore 10th April, General—Indo-China S. N. Co.

LINAN, British str., 1,350, C. C. Williams, 16th April—Shanghai 13th April, General—Butterfield & Swire.

LOONGSAM, British str., 1,093, Least, 18th April—Manila 15th April, General—Jardine Matheson & Co.

LYEEMOON, German str., 2,000, F. Pilgrim, 10th April—Saigon 7th April, General—Hamburg-Amerika Line.

MACHEW, German str., 1,234, Wolff, 29th March—Bangkok 19th March, Rice and Coal—M. S. S. Co.—Butterfield & Swire.

MANDASAN, MAU, Japanese str., 3,245, T. Oto, 23rd March—Mitsui 22nd March, Coal—Mitsui Bussan Kaisha.

NINGPO, British str., 1,223, Pickard, 17th April—Weihaiwei 11th April, General—Butterfield & Swire.

ONPA, British str., 5,810, W. Cope, Leyte, 24th March—Victoria via Japan 22nd Feb, General—Butterfield & Swire.

PHEANANG, German str., 1,021, P. V. Langendorff, 18th April—Bangkok via Kohsichang 17th April, Rice, Meal and Wood—Butterfield & Swire.

PHU YEN, French str., 1,746, Lhuanoua, 17th April—Saigon 13th April, General—Bradley & Co.

QUINTA, German str., 900—Schlesinger, 14th April—Bangkok via Hainan 13th April, Rice—Stamson & Co.

RAJANURU, German str., 1,189, Olfmanns, 17th April—Bangkok 10th April, Rice—Butterfield & Swire.

RUMI, American str., 2,797, S. A. Crosby, 17th April—Manila 14th April, General—Shaw, Thomas & Co.

SARANAC, British str., 1,235, F. W. Gray, 5th April—Pul. Samboyo 29th March, Keroseno—Standard Oil Co.

SINGAN, British str., 1,047, F. Jamieson, 16th April—Hainan 11th April, Rice and General—Butterfield & Swire.

STANDARD, Norwegian str., 894, A. R. Bull, 31st March—Saigon 25th March, Rice and Paddy—Order.

TAMIA MARU, Japanese str., 6,133, K. Noda, 16th April—Seattle and Shanghai 13th April, Coal—Yanton, Yarn, Beer, &c.—Nippon Yusion Kaisha.

TATUN MARU, Japanese str., 2,343, Sakamoto, 19th April—Moji 11th April, Coal—Ataka & Co.

TAUN MARU, Japanese str., 2,268, F. Fujita, 17th April—Mitsui 10th April, Coal—Mitsui Bussan Kaisha.

TELEMACHUS, British str., 1,340, Fraser, 8th April—Saigon 2nd April, General—W. F. Fox.

TEINTAU, German str., 1,002, F. Brueck, 13th April—Bangkok 5th and Hainan 12th April, Rice and Wood—Butterfield & Swire.

WONGKOK, German str., 1,115, H. Ibbeken, 16th April—Bangkok 9th April, Rice and Meal—Melschers & Co.

WOSANG, British str., 1,127, Smith, 14th April—Shanghai 11th April, General—Jardine, Matheson & Co.

WUHUA, British str., 1,227, J. Mathrel, 16th April—Chaofo 10th April, General—Butterfield & Swire.

YAWATA MARU, Japanese str., 1,234, Sakuma, 5th April—Moji 30th Mar., Coal—Mitsui Bussan Kaisha.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mailer; also Table of the Yearly Approximate Averages for 35 years From 1874 to 1909.

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PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

SHANGHAI, YOKOHAMA and KOBE... "ARABIA" About end of April

COPENHAGEN and BALTIC PORTS "CATHAY" About 3rd May.

For Further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 17th April, 1911.

AGENTS.

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THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., & SEATTLE

SHANGHAI AND JAPANESE PORTS.

Steamers	Tons	Captain	To Sail on or About
SUVERIC	6,232	F. S. Cowley	4th May.
KUMERIC	6,232	G. B. McGill	30th May.
LUCERIN	6,400	J. Mathie	30th June.

To be followed by other Steamers of

SHIPPING

ARRIVALS

CHUNSHAN, British str., 1,418, Mattock, 13th April—Port Courbet 15th, April, Coal—Order.
DAIJI MARU, Japanese str., 846, H. Murayama, 19th April—Swatow 18th April, General—Osaka, Shosen Kaisha.
HAIYANG, British str., 1,362, A. E. Hodgkin, 19th April—Poochow via Swatow 16th April, General—Douglas, Imprak E. Co.
HANGCHOW, British str., 19th April—Canton—KOWLOON, German str., 1,409, E. Anders, 19th April—Hongay 16th April, Coal—Hamburg—America Line.
LAERTER, British str., 2,904, T. Taylor, 19th April—Shanghai 16th April, General—Butterfield & Swire.
LINAN, British str., 19th April—Canton.
ROMANY, British str., 1,234, McDonald, 18th April—Singapore 12th April, Petroleum—Asian Petroleum & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
19th April
Chungking, British str., for Canton.
Loochie, British str., for Singapore.
Ningpo, British str., for Shanghai.
Quinta, German str., for Holloway.
Romany, British str., for Wooring.
Takao, Japanese str., for Milne.
Takao, German str., for Holloway.

DEPARTURES

19th April
BENAVON, British str., for Nagasaki.
BORNO, British str., for Singapore.
BUYO MARU, Japanese str., for Moji.
CHICAGO MARU, Japanese str., for Nagasaki.
CHINA, Austrian str., for Shanghai.
HAICHING, British str., for Amoy.
HAIMUN, British str., for Swatow.
HANGCHOW, British str., for Ningpo.
HANOI, French str., for Pekhoi.
KLEIST, German str., for Europe, &c.
KOWLOON, German str., for Shanghai.
Ningpo, British str., for Canton.
SOSHU MARU, Japanese str., for Swatow.
TEUGER, British str., for Kuching.

VESSELS EXPECTED

THE AMERICAN MAIL

The P. M. S. S. Co. str. *Mongolia* arrived at Manila on the 15th instant, and will leave that port on the 20th instant, arriving at Hongkong on the 22nd instant.

The T. K. K. str. *America Maru* arrived at Yokohama on the 14th inst., and left that port for Hongkong with U.S. mail on the 17th inst., via Kobe, Nagasaki and Shanghai.

The P. M. S. S. Co. str. *Pireia* sailed from San Francisco on the 12th inst. for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 16th inst.

The P. M. S. S. Co. str. *Korea* sailed from San Francisco on the 10th inst. for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 19th inst.

THE AUSTRALIAN MAIL

The L.G.M. str. *Prins Sigismund* left Sydney on the 5th inst., at 11 a.m., and may be expected here on or about the 30th inst.

The P. & A. str. *St. Albans* left Sydney on the 12th instant, for this port (via Queensland Port, Port Darwin and Manila) and is due here on or about the 5th prox.

THE INDIAN MAIL

The Apes str. *C. Apes* Appear from Calcutta left Singapore on the 14th instant, and may be expected here to-day.

THE MERCHANT STEAMERS

The H. A. Line str. *Bayern* left Singapore on the 14th instant a.m., and may be expected here to-day a.m.

The P. & O. S. N. Co.'s str. *Sumatra* left Singapore for this port on the 15th inst., at 9 a.m., and is due here to-day at about 10 a.m.

The H. A. Line str. *Wiemers* left Shanghai on the 17th instant, at 1 p.m., and may be expected here to-day p.m.

The Apes str. *Japan* from Shanghai, Kobe and Moji may be expected here to-morrow.

The Olof Wijk & Co. str. *Peking* left Sebang on the 18th instant, and is expected here on the 24th instant.

The N.Y.K. str. *Tosa Maru* (Bombay Line) left Bombay for this port via Singapore on the 7th inst., and is expected here on the 25th inst.

The Magul Line str. *Pathan* left United Kingdom on the 12th ultimo for Hongkong via Suez.

The "Magul" Line str. *Loral* left United Kingdom on the 10th instant for Hongkong, via the Straits.

STEAMERS PASSED THE CANAL

March 24th—*Alvarez*, *Bayera*, *Candia*, *Hyson*, 26th—*Bennuoy*, *Kawachi Maru*, *Nironeido*, *Pathan*, *Peking*, *Saxonia*, *Tradado*, 31st—*Calcher*, *Cyrpus*, *Sithonia*, *Thesos*, April 4th—*Brauner*, *Indrapura*, *Kagoshima*, 7th—*Alchione*, *Hudson*, *Nile*, *Peshawar*, *Polyphemus*, *Syria*, *Hermione*, *Lerche*, 11th—*Beverly*, *Bloomsbury*, *Breconshire*, *Errol*, *Fiona*, *Ferdinand*, *Marsella*, *St. Hugo*, 18th—*Atala*, *Mari*, *Brasilia*, *Buelar*, *Capitol*, *Glenroy*, *Igo Maru*, *Kanagawa*, *Mari*, *Macau*, *Naga*, *Nippon*, *Nore*, *Prometheus*, *Scandia*, *Silesia*, *Princess Alice*.

ARRIVALS AT HOME

April 18th—*Decauville*, *Hillas*, *Katuna*, *Keweenaw*, *Specia*.

VESSELS ON THE BERTH

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PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK

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DODWELL & CO., LTD.

Agents.

Hongkong, 20th April, 1911. [446]

THE AMERICAN AND ORIENTAL LINE

FOR NEW YORK

(With Liberty to Call at the Malabat Coast.)

THE Steamship

"AFGHAN PRINCE"

Captain Thomas, will be despatched for the above Ports on or about 18th May, 1911.

For Freight and Passage, apply to

ARNHOLD, KARBERG & CO., LTD.

General Agents.

Hongkong, 19th April, 1911. [614]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & B&W	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	ASSATE	Brit. str.	—	G. W. Cockman, P.N.R.	P. & O. S. N. Co.,	On 29th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.,	FALMA	Brit. str.	—	H. W. A. Clarke, B.N.R.	P. & O. S. N. Co.,	On 3rd May, at 10 A.M.
SICILIA	BRIT. str.	—	k. w.	C. W. Watkins, B.N.R.	Hildebrandt	About 17th May.
BELGARIA	BRIT. str.	—	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 10th May.
SACHSEN	BRIT. str.	—	k. w.	H. Kruse	HAMBURG-AMERIKA LINIE	On 25th May.
CATHAY	BRIT. str.	—	k. w.	Leib	HAMBURG-AMERIKA LINIE	About 3rd May.
REINFELS	BRIT. str.	—	k. w.	Russa	HAMBURG-AMERIKA LINIE	To-day.
SUEVIA	BRIT. str.	—	k. w.	W. Gregory	HAMBURG-AMERIKA LINIE	On 10th May.
GLAMORGANSHIRE	BRIT. str.	—	k. w.	Jardine, Matheson & Co., LTD.	On 22nd inst.	
KANGAROO	BRIT. str.	—	k. w.	E. L. Sommer	NIPPON YUSEN KAISHA	On 26th inst., at D'light
MARU	BRIT. str.	—	k. w.	Eckhara	HAMBURG-AMERIKA LINIE	On 28th inst.
AMY MARU	BRIT. str.	—	k. w.	K. Horina	NIPPON YUSEN KAISHA	On 10th May, at D'light
MISHIMA MARU	BRIT. str.	—	k. w.	A. E. Moses	HAMBURG-AMERIKA LINIE	On 3rd June.
BAYERN	BRIT. str.	—	k. w.	Jäger	SANDER, WIELER & CO.	On 26th inst.
AUSTRIA	BRIT. str.	—	k. w.	Raich	DODWELL & CO., LTD.	About 4th May.
AFGHAN PRINCE	BRIT. str.	—	1 m.	Thomas	ARNHOLD, KARBERG & CO., LTD.	About 16th May.
MATPOO	BRIT. str.	—	1 m.	—	THE BANK LINE LTD.	About 23rd inst.
MUNCASTER	CASTLE	BRIT. str.	—	DODWELL & CO., LTD.	About 11th May.	
EMPEROR OF INDIA	BRIT. str.	—	1 m.	—	THE BANK LINE LTD.	On 29th inst., at 6 P.M.
MONTAEGLE	BRIT. str.	—	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	On 28th June, at Noon
TIAMA MARU	BRIT. str.	—	2 m.	K. Noda	CANADIAN PACIFIC R. CO.	On 25th inst., at Noon
CANADA MARU	BRIT. str.	—	2 m.	Irizarra	NIPPON YUSEN KAISHA	On 2nd May, at D'light
AWA MARU	BRIT. str.	—	2 m.	F. S. Cowley	THE BANK LINE, LIMITED	On 23rd May, at 4 P.M.
SUVERIC	BRIT. str.	—	2 m.	H. Gaekrager	PACIFIC MAIL S.S. CO.	On 4th May.
ASIA	BRIT. str.	—	2 m.	A. G. Stevens	TOYO KAISEN KAISHA	To-morrow, at 1 P.M.
MONGOLIA	BRIT. str.	—	2 m.	Elvind Meyer	THE BANK LINE, LIMITED	On 29th inst., at 1 P.M.
AMERICA MARU	BRIT. str.	—	2 m.	P. E. Iske	PACIFIC MAIL S.S. CO.	On 5th May, at 1 P.M.
KATANGA	BRIT. str.	—	2 m.	M. Winckler	MELCHERS & CO.	On 12th May.
RYOJA	BRIT. str.	—	2 m.	J. Nagao	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
PRINZ WALDEMAR	BRIT. str.	—	2 m.	D. Lenzen	NIPPON YUSEN KAISHA	On 12th May, at Noon.
KUMANO MARU	BRIT. str.	—	2 m.	H. Hinokuma	MELCHERS & CO.	On 27th inst., at 11 A.M.
YAWATA MARU	BRIT. str.	—	2 m.	J. B. van Damme	TOYO KAISEN KAISHA	About 2nd May.
TIJANAS	BRIT. str.	—	2 m.	Hooker	JAYA-CHINA-JAPAN LINIE	On 10th May, at Noon.
TIJANAS	BRIT. str.	—	2 m.	M. Courtney	BUTTERFIELD & SWIRE	On 17th June, at 1 P.M.
CHIPISSHING	BRIT. str.	—	2 m.	J. S. Rauch	HAMBURG-AMERIKA LINIE	Quick despatch
WUPE	BRIT. str.	—	2 m.	C. C. Williams	BUTTERFIELD & SWIRE	On 23rd inst., at D'light
CHOYSONG	BRIT. str.	—	2 m.	W. H. Le Mare	P. & O. S. N. CO.	On 24th inst., at Noon.
SHANGHAI	BRIT. str.	—	2 m.	Benson	MELCHERS & CO.	On 5th May.
SHANGHAI MOJI, KOBE & YOKOHAMA	BRIT. str.	—	2 m.	Van D. Jalink	HAMBURG-AMERIKA LINIE	On 6th May.
SHANGHAI YOKOHAMA & KOBE	BRIT. str.	—	2 m.	Eddy	JAYA-CHINA-JAPAN LINIE	Quick despatch
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	BRIT. str.	—	2 m.	A. E. Hodgins	OSAKA SHOSEN KAISHA	On 23rd inst., at 10 A.M.
SHANGHAI	BRIT. str.	—	2 m.	J. W. Evans	BUTTERFIELD & SWIRE	To-morrow, at 2 P.M.
SHANGHAI MOJI, KOBE & YOKOHAMA	BRIT. str.	—	2 m.	J. S. Rauch	DODGERS LAPRAIK & CO.	On 23rd inst., at 11 A.M.
SHANGHAI, YOKOHAMA & KOBE	BRIT. str.	—	2 m.	W. C. Passmore	DODGERS LAPRAIK & CO.	On 25th inst., at 11 A.M.
SHANGHAI, YOKOHAMA & KOBE	BRIT. str.	—	2 m.	S. Crosby	SHEWAN, TOME & CO.	Today.
SHANGHAI, YOKOHAMA & KOBE	BRIT. str.	—	2 m.	Teak	JARDINE, MATHESON & CO., LTD.	On 24th inst., at 2 P.M.
SHANGHAI	BRIT. str.	—	2 m.	Pennofather	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
TAMSIU VIA SWATOW & AMOY	BRIT					

PENINSULAR & ORIENTAL
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FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, SUMATRA and YOKOHAMA	5 P.M., 20th April	Freight and Passage.	
SHANGHAI	DELTA	About 27th	Freight and Passage.
LONDON VIA USUAL PORTS	ASAYE OF CALL	Noon, 29th April	See Special Advertisement.
SHANGHAI, MOJI, KOBE, PESHAWUR and YOKOHAMA	Capt. E. W. Bruce	About 2nd May	Freight only.
LONDON and ANTWERP	VIA SINGAPORE, PE. PALMA, NANG, COLOMBO, and PORT SAID	10 A.M., 3rd May	Freight only.
LONDON and ANTWERP	VIA SINGAPORE, PE. SICILIA, NANG, COLOMBO, PORT SAID and MARSEILLES	About 17th May	Freight and Passage.

For Further Particulars apply to

E. A. HEWITT,
Superintendent.

Hongkong, 20th April, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOY and SHANGHAI	NINGPO	On 26th April, 2 P.M.
SHANGHAI	LINAN	On 20th April, 4 P.M.
CHFOO and NEWCHWANG	WUHU	On 21st April, 4 P.M.
SHANGHAI	CHINHUA	On 22nd April, 4 P.M.
TIENTSIN	HUICHOW	On 25th April, D'light
MANILA, CEBU and ILOILO	TAMING	On 25th April, 4 P.M.
S. LINTAN	S. SANUL	Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUL," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

FARE, £45 SINGLE, and £90 RETURN.

For Freight or Passage apply to -

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th April, 1911.

FARE, £120; 24 MONTHS, £125; INCLUDING BEERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officers of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Those Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

INTERMEDIATE SERVICE.

ASIA, 9,500 Tons, FRIDAY, 21st April, at 1 P.M.

PERSIA, 9,000 Tons, FRIDAY, 19th May, at 1 P.M.

CHINA, 10,200 Tons, FRIDAY, 16th June, at 1 P.M.

THE S.S. "ASIA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 21st April, at 1 P.M.

On the Fine MAIL Steamers: ASIA, CHINA and PERSIA FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports. £43.

HONGKONG to SAN FRANCISCO via New York £45.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

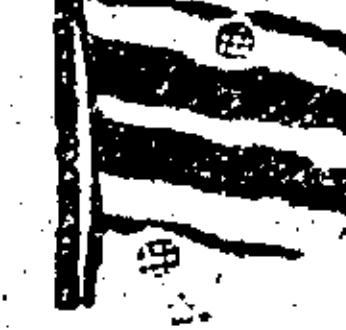
For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	9,000	WED'DAY, 26th April, at Daylight
AKI MARU	7,000	WED'DAY, 10th May, at Daylight
MISHIMA MARU	9,000	WED'DAY, 24th May, at Daylight
KAMAKURA MARU	7,000	SATURDAY, 20th May, from Kobs.
TAMBA MARU	7,000	TUESDAY, 25th April, at Noon.
SAWA MARU	7,000	TUESDAY, 23rd May, at 4 P.M.
KUMANO MARU	6,000	FRIDAY, 12th May, at Noon.
YAWATA MARU	5,000	FRIDAY, 9th June, at Noon.
TOSA MARU	6,000	WED'DAY, 26th April.
KAGA MARU	7,000	THURSDAY, 27th April, at 11 A.M.
BINGO MARU	5,000	TUESDAY, 2nd May.
NAGASAKI, KOBE and YOKOHAMA	5,000	WED'DAY, 10th May, at Noon.
YAWATA MARU	5,000	WED'DAY, 10th May, at Noon.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. + Cargo only. + Calling at Keelung and Shimizu.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG TO MARSEILLES AND LONDON VIA SUEZ CANAL.

Steamers. Tons. Leave H.K. To London, per New Steamer RATES OF PASSAGE.

KAMO MARU, 9000 26th April 1st Class £550.00

AKI " 7000 10th May 2nd Class £225.00

MISHIMA " 9000 24th " old str. 1st Class £560.00

KAGA " 7000 7th June 2nd Class £500.00

VICTORIA, B.C. & SEATTLE, WASH. U.S.A. 495.00

Steamers. Tons. Leave H.K. To Pacific Coast Common Points RATES OF PASSAGE.

TAMBA MARU, 7000 25th April 1st Class £250.00

AWA " 7000 23rd May 2nd Class £221.00

INABA " 7000 20th June To London via New York: 1st Class £260

via St. Lawrence: 1st Class £259

For further information as to Freight, Passage, Sailings, etc., apply to

T. KUSUMOTO, MANAGER.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 P.M.
TENYO MARU	21,000	E. Bout	FRIDAY, May 12th, 1 P.M.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.
CHIYO MARU	21,000	W. W. Green	FRIDAY, June 30th, 1 P.M.

* Triple Screws, turbine engines. + Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices. THE Triple Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 5th May, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING
HONGKONG MARU	11,000	H. Hinokawa	SATURDAY, June 17th, 1 P.M.
KIYONARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG, to SAN FRANCISCO,

to SAN FRANCISCO	£ 45.00, Single
NEW YORK	£ 60.00
LONDON	£ 71.10.0
"	£ 120.00, Return 6 Months
" SALINA CRUZ or MANZANILLO	Yen 420.00, Single
" VALPARAISO	Yen 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense.

TO EUROPEAN POINTS: Officers of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS: Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL POINTS: Missionaries and their families.

These concessions apply to San Francisco Line Only.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triples Screws. Record Speed 21½ Knots.

Through Bills of Lading issued to North, Central and South American Ports.

For further Particulars as to Passage and Freight, apply to:

K. MATSUDA, LOCAL MANAGER,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.

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